

HOW SCHLEY WILL DO IT

Inquiry Regarding Cervera's Fleet at Santiago de Cuba Passes to a New Stage.

TO CORK UP OR TO SMASH

These Are the Alternatives, With the Chances All in Favor of the Latter—Decisive Blow Expected in Short Order.

Key West, Fla., May 30.—A. M.—Any doubt remaining as to the exact location of Admiral Cervera's fleet was dispelled by reports brought in by naval scout ships, and forwarded in the Associated Press dispatches of last night.

The Spanish squadron is anchored in the harbor of Santiago and the problem remains for the commanders of the American fleet to dispose of the enemy, either by cutting the cable, or by forcing the long narrow passage and smashing the strong Spanish squadron at the anchorage. The commander has chosen. It has been the opinion of Rear Admiral Sampson that Cervera would seek either Santiago or Cienfuegos as a naval refuge and base and the movement of the two American squadrons has proceeded upon this basis.

Strong and effective as are the Spanish ships, representing as they do the flower of the Spanish navy, every argument in naval strategy compelled Admiral Cervera either to seek the shelter of the close harbor of Santiago or return to Spain and he chose to make his stand at Santiago. That he would court a fight in the open sea is an idea which has never been entertained in American naval circles, although his ships, without exception, have high qualities, owing to their great speed, for such a contest. On the other hand, it is believed the Spanish admiral would attempt to run into San Juan de Puerto Rico, but the fact of the recent bombardment of the forts of that harbor, coupled with the great possibility that Rear Admiral Sampson's fleet would be met if he attempted to enter that harbor, left the Spanish admiral only one alternative, and he adopted it by going to Santiago, where, it is presumed, he has been able to coal, refuel and repair, and is in a position to accept either the conditions imposed by the blockade or the issue of a fight in the inner harbor, after the American fleet has forced the passage.

It has been thought that the campaign against Admiral Cervera might now be ended by demolishing the forts at the entrance of the harbor of Santiago, blockading the channel and isolating the Spanish fleet until the other problems of the war are worked out. This, however, is not in the line with the American policy, and simply accepting the view of the situation taken by the naval experts here, Admiral Cervera will have to accept battle at once. It is confidently expected that a hard blow will be struck within three or four days and that the result will be known to the world at the expiration of that time. It has not been disclosed whether Commodore Schley is to be reinforced or if it would not be surprising if some additional ships were sent to him.

"THEY WILL NEVER GET HOME" (Copyright, 1898, by the Associated Press.)
Mole St. Nicholas, Hayti, May 30.—The following dispatch has been received here from the correspondent of the Associated Press with the American fleet of Santiago de Cuba.

"At Santiago de Cuba, May 29.—Commodore Schley and the flying squadron has the Spanish fleet bottled up in the harbor of Santiago de Cuba. By the most clever maneuvering, the commodore allowed the Spaniards to think that he had left in disgust. They took the bait and ran into the harbor. Commodore Schley moved down this morning and at 6 o'clock, going close to the harbor, he saw the Cristobal Colon, the Maria Teresa and two torpedo boats. He believes the entire fleet is there.

"Commodore Schley has acted upon his own information and judgment for the past six days and believes the whole Spanish fleet is there.

He sat on the after-vice of the

SPAIN CAN MAKE A GOOD FIGHT IN CUBA

New York, May 30.—The Evening Post publishes the following copyrighted dispatch dated Key West:

"The feeling here in well informed naval circles is rapidly changing regarding the resistance to be expected from the Spaniards in the impending occupation of Cuba, and upon other matters of vital import. Every expedition which returns from Cuba to this base helps to dispel the belief that the Spaniards are by any means impregnable to the American fleet. It has been widely circulated that the Spaniards are short of ammunition, especially powder, when, as a matter of fact, it is known here that there is a large powder factory running night and day, and turning out both smokeless and black powder. The use of the smokeless powder is proving of great advantage to the Spaniards.

"The land patrol of the Cuban coast is excellent, while the fleet of torpedo boats stationed at different points along the coast is both larger in number and in size than at first calculated. The army of occupation will have to encounter, it is claimed by a foreign resident of Havana now in Key West, and who although a Spanish partisan appears to possess reliable information on the subject, a force of acclimated, well drilled Spaniards of not less than 120,000 men. This man is in constant communication with Cuban authorities, and has been in the official capacity, but in that of a practicing physician of Havana. It was in this office: 'How are Mary and children doing; have they all yet?' The reply he showed me read: 'Doing well enough for months yet.'

"The same authority claims that the garrison of Havana fortifications are in charge of German, French and English officers whose services had been secured before the war. The same information is obtained from the correspondent of the London Times here, who only left Cuba a few days previous to the declaration of the war. This man accompanied the Spanish expedition, and pointed out to the commander the exact position of the powder factory, which he himself had inspected during his stay on the island. He also corroborates the figures regarding the strength of the Spanish forces, the excellence of the Spanish coast patrol, and expresses the belief that Havana can hold out for months yet, in so far as the question of provisions is concerned.

"The Spanish fleet, he maintains, is carrying out exactly the policy which he had been informed they would follow by the Spanish authorities before he left Cuba, and the tactics of the Spanish admiral for the future will be to close himself up in Santiago de Cuba, where there is a good coal base, and endeavor to draw on the United States vessels to battle. By that time the Spanish fleet would get at Cádiz will be hard to support him and to attack the American vessels in conjunction with him.

"The plan of the Spanish, according to a competent authority here who knows every inch of the harbor and approaches, will be this: The American fleet cannot judiciously attack the Spaniards in the harbor; they can only blockade. As soon as the Cádiz fleet arrives a sortie will be made, and there will be an attempt to hem in the United States ships in the channel and give them battle from the harbor and the sea.

the direct question this morning, replied very decidedly that it would be impolitic to make any statement on that subject; it would only serve to give the Spaniards in Cuba opportunity to mass troops and thus expose the American troops to unnecessary danger. General Miles is prepared for instant departure. The general himself refuses to say when he will move but there were signs at army headquarters this morning that indicated an early departure.

Washington, May 30.—Now that the Spanish fleet has been definitely located in Santiago harbor, where they are no longer a menace to the transportation of troops, there will be no delay in the starting of the military expedition against the Spanish forces in the West Indies.

This much was officially admitted at the war department, but no information was vouchsafed as to the precise destination of the expedition. It was gathered here that troops were actually embarking today bound for Cuba, but it was impossible to confirm this. General Miles spent most of the day at the war department part of the time in conference with General Coffey and Colonel Hernandez of Garcia's staff. The troops gathered at Tampa have been ready for some time, awaiting news of the location of the Spanish fleet. Now that such news has been received they will start at once. Where they will go cannot be told with propriety. There was good reason for the belief that General Miles would start for Tampa this evening.

CERVERA AT CURACAO

New York, May 30.—The British steamer Lauchton arrived today from Curaçao and La Guayra. Captain Hodgson brought information confirming the recent reports of the Spanish fleet which put into Curaçao for coal and provisions. He also brought photographs of the Vizcaya and Infanta Teresa, which anchored a short distance from the Lauchton. Captain Hodgson said that the ships' bottoms were very foul and covered with long grass. They stood high out of the water owing to their lack of coal, and the boatmen of the harbor said that the sailors of the cruisers were in need of food. The opinion was unanimous that they were in no condition for speed.

During the afternoon of Sunday, May 15, the admiral was handed a dispatch, upon the receipt of which he ceased taking on supplies and signalled the fleet to sail. He left a considerable quantity of cattle and coal in barges in the harbor. The fleet sailed away about dusk on Sunday, May 15.

Discipline aboard the Vizcaya seemed to be well maintained; on the Infanta Maria Teresa it was very lax. One of the smaller broadside guns of the latter vessel was split in such a way that it was useless for firing.

Captain Hodgson kept his entire crew aboard during the time the Spaniards were in the harbor.

Much that he gleaned in the way of information was through the chief engineer of the Maracaibo, another Red D Line steamer, which left Curaçao at the time this officer rounded around the two men-of-war several times in a gig and obtained a few snap shots of the vessel. The Lauchton left for La Guayra, sailing from there on May 20. Between the two ports she spoke a steamer and was informed that four Spanish war vessels had been seen cruising about the coast of Venezuela. Later the Lauchton passed an unidentified scout boat in the Sombrero Passage, but could not make out her flag.

MOVEMENTS OF THE TROOPS

Tampa, Fla., May 30.—Plans have been outlined by Major General Lee for the placing of the entire Seventh army corps at Jacksonville and along the east coast of Florida. It is contemplated to establish the headquarters of the corps at Jacksonville, where the main body of troops will be located, but regiments will be placed at St. Augustine, Miami and probably other points. Leland, as a rendezvous point, probably will be designated for the present. The four regiments at that point, all of which are embodied in the Fifth army corps, General Shafter's command, will be moved to Tampa.

The Second Massachusetts is already under orders to move, while the Seventy-first New York and the First and Tenth United States cavalry will be brought here as soon as possible. Within the next few days a general changing about of the troops in the Fifth and Seventh army corps may take place. Brigadier General Young, commanding the cavalry brigade at Atlanta, came to Tampa today and conferred with General Shafter and Wheeler relative to the removal of his command to Tampa. Upon the report of Lieutenant Miles, of General Shafter's staff, who is inspecting prospective camping grounds at Miami and other east coast points, will depend in a great measure the number of troops to be placed along the east coast. Should his report be favorable it is probable that the five regiments of volunteer troops at Tampa in the Seventh army corps will be sent to the east coast.

Tampa, May 30.—Major General Lee and his entire staff will leave for Jacksonville tomorrow morning. Headquarters of the Seventh army corps will be established at Jacksonville. A final inspection of the camps of the volunteers in the Seventh army corps was made by General Lee today. It was practically decided to move the volunteer troops to Jacksonville and other points on the east coast as soon as the camping grounds and the general plan for the distribution of troops of the Seventh army corps has been decided upon which will be in a day or two.

Chattanooga, Tenn., May 30.—It is reported on good authority that three regiments of infantry stationed in Chickamauga, the Second Nebraska, the Second New York and the First District of Columbia, and one regiment of cavalry, the First Ohio, have been ordered to go to Tampa as soon as they can get ready. The report is generally believed, but cannot be officially confirmed.

Denver, Colo., May 30.—The two troops of cavalry recruited in Colorado under the president's first call for volunteers, comprising 188 officers and men, left for Cheyenne, Wyoming, today in a special train over the Union Pacific to join Colonel Torrey's regiment of rough riders, who are now nearly ready for service.

Atlanta, Ga., May 30.—One thousand and thirty-three recruits left here today for the R.R. and Central of Georgia. The men were not uniformed. One thousand men will be started for San Francisco for service in the Philippines as soon as their equipment reaches Port Moreson.

Chattanooga, Tenn., May 30.—It was announced here this afternoon that the government had leased 4,000 acres of land near Boyce Station on which troops will be encamped. The land is four miles from Chattanooga in northern Georgia. It is owned by the Georgia Cattle and Horse Co., of Springfield, Ill. May 30.—The First Illinois cavalry, Colonel Young in command, left today for Chickamauga.

TREATY STORIES DENIED

Both State Department and British Embassy Say No Alliance Has Been Formed.

RECIPROCITY IS IN TRAIN

And There is Satisfaction With the Growth of Friendly Sentiment and Hope That it May Never Grow Less Than That.

Washington, May 30.—Careful inquiry at the state department and at the British embassy fails to develop any substantial basis for the supposition that negotiations are afoot looking to a close compact between the United States and Great Britain covering all possible subjects of differences, conferring special trade privileges on both parties, providing for the joint use of the Nicaraguan canal and embracing what would amount to an alliance, offensive and defensive, to the end that Great Britain may enjoy in peace her Asiatic possessions, while the United States will have a share of the trade in that quarter and will be secured also in the application of the Monroe doctrine. All of these subjects have been discussed from time to time in the press of the United States and England and the probable basis for the coalition at this time is to be found in Mr. Chamberlain's speech, recently delivered, which has aroused so much interest in both hemispheres. So far as the Nicaraguan canal is concerned, it is pointed out that the United States contemplated joint use of the canal for communication there would be no necessity for including such a provision in the treaty, inasmuch as the same result would be attained by a simple affirmation that the Clayton-Bulwer treaty, under the terms of which both the United States and Great Britain declared for joint control of any waterway to be constructed in the future, is still in force.

The trade relations are even now being adjusted on a new basis through the drafting of an agreement through Sir Julian Pauncefote for Great Britain and Mr. Kason for the United States, under the terms of the reciprocity sections of the Dingley bill. This has advanced almost to completion and the result may be proclaimed within the next week, unless some unforeseen delays are encountered.

The talk of a union on an interpretation of the Monroe doctrine is rather sentimental than practical at this stage and there is the best authority for the statement that the subject has not been broached in any manner in the diplomatic exchanges of the two governments since the celebrated passage between Secretary Olney and the Marquis of Salisbury during the negotiations that led up to the Venezuelan arbitration agreement. It may be recalled that in his last note, while conceding the propriety of arbitration, the British premier nowhere admitted any application of the Monroe doctrine to the boundary question, and so far as is known there has been no change in British sentiment on that point up to this time.

As to the relations of the United States and Great Britain in respect to Asiatic trade, there is no reason to believe that there has been any change in the policy of our own government.

In British official circles here much satisfaction is felt at the conspicuous growth of friendship between the English-speaking people on both sides of the water, but it is the view in these circles that it is a healthy and desirable growth which cannot find immediate expression in formal treaties or conventions. Such large results are hoped for in the course of time, as the result of public opinion. In the meantime there is a disposition to adopt a conservative view as to what should be attempted at the present moment. The reports that far-reaching agreements are under consideration, or are about to be made, are looked upon as very preposterous to the accomplishment of any real result. As stated by a leading diplomatic official today, radical criticism of Great Britain has apparently given away to radical sympathy and in both cases this radicalism misleads people into having false fears and serves to defeat those conservative results which are secured only by patience and mature deliberation.

THIS COUNTS GERMAN IN

New York, May 30.—A dispatch to the Herald from Berlin says: "I am in a position to inform you that the English official expressions of friendship to Germany ambiguously referred to by Joseph Chamberlain at Birmingham, were of most decided character. In fact, they have taken official, as well as non-official Germany, rather by surprise."

"It is even asserted here that the project includes a possible colonial concession of great value to Germany, presumably as the price for drawing Germany away from Russia."

"I have also authority for the statement that the idea of England, Germany and America joining hands is being seriously entertained, not so much here as in Washington and London, whence it is forced on German attention."

PANAMA TO BE SOLD

Key West, Fla., May 30.—The prize steamer Panama, captured by the Manzanillo soon after the opening of the war, was taken north by a cruiser this morning to be sold. Her cargo was cleared off by the United States court last week.

BANCROFT WAS TOO SLOW

Key West, Fla., May 30.—The unknown steamer, supposed to be a Spanish auxiliary cruiser, sighted by the Wilmington and Bancroft about fifteen miles off Key West early on Thursday evening, was not captured. The Bancroft gave up the chase.

The Wilmington first sighted the stranger, it now appears, and was about to attack her, when the Bancroft came along and asked her if she had seen anything of a four-masted steamer with a yellow smokestack. The Wilmington said she had seen such a steamer, which was observed, which had three masts and one smokestack, and the Bancroft started in pursuit. The stranger put on all steam when she saw she was being chased and made off at a 16-knot clip. She had too big a start on the Bancroft and the latter, after chasing her for an hour and a half, gave it up. Just before the Bancroft abandoned the

THERE is a right way to paint and a wrong way. The right way is to have the best paint—Pure White Lead (see list of genuine brands) and Linseed Oil—applied by a practical painter. The wrong way is to get some mixture about which you know nothing and apply it yourself or have some inexperienced, irresponsible person do it.

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A lady forty-two years of age, by occupation a seamstress, living in Bark Hill, Carroll Co., Md., describes some very distressing circumstances of which she has been the victim. "I had suffered for years," she says, "from indigestion, constipation and nervousness and for over a year had been taking medicine from our family physician. I got better but did not get well. I was very constipated and terribly nervous. My nerves had been bad for years. I am always shaky in my hands. At times I would get nervous spells at night. I would feel as though I could not get my breath. I would be more than way in warm weather. The fifth of August I received a sample of Ripans Tablets that I had seen advertised and wrote for. I took one at once, and before I had taken three of them I felt very much better. Before I had taken them all I had made up my mind they were just the thing for me. So I sent for a dozen boxes, and have been taking them, sometimes two, three or four Tablets just as it suits. I am so much better. I was miserable and did not feel like doing anything or going any place. Now I feel so much better than I did. I can say truthfully that Ripans Tablets have made me feel like a different person."

Spain's Neutrality Protest

Kingston, Jamaica, May 30.—The United States auxiliary cruiser Harvard, formerly the American line steamer New York, has not yet sailed. The colonial authorities have allowed her some hours longer in order that her boilers may be put in good condition.

Madrid, May 30.—The newspapers here are much concerned over the fact that the United States auxiliary cruiser Harvard was allowed to ship from 600 to 700 tons of coal at Kingston, Jamaica. They declare Great Britain has violated her neutrality treaty.

Bad Day for Warships

Port Au Prince, Hayti, May 30.—There is no further war news here today and no ships are in sight.

St. Thomas, Danish West Indies, May 30.—No news of the movements of opposing warships obtainable here today.

Cape Haytien, Hayti, May 30.—9:45 a. m. An American warship has just signalled the watch station on the mountain near the entrance of the harbor. It is expected that she has dispatched from Commodore Schley.

Injury to the Columbia

Washington, May 30.—Secretary Long today received a dispatch from Admiral Dano, commander of the New York navy yard, stating that the cruiser Columbia had been in collision at sea and that one of her after-compartments had a lot of water in it. The admiral said he intended to dock her immediately in order that an examination might determine the extent of repairs necessary. While the admiral's dispatch stated nothing as to the time that would be necessary to make the repairs, it was believed at the department that the nature of the collision made it probable that the repairs would not have to be very expensive or time-consuming.

New York, May 30.—The cruiser Columbia, which arrived at the navy yard last evening with her starboard badly stove, was lying this morning along the pier dock and the work of lightening the vessel was being rapidly carried on. No information in reference to the damage done to the Columbia would be given out today at the navy yard. The vessel will be put into dry dock as soon as she has been lightened.

New York, May 30.—The cruiser Columbia was placed in dry dock this afternoon. During the day a number of mechanics and laborers were at work repairing the damaged plates. The Omaha left the yard today and the cutter Pompey, in command of Captain Naylor, steamed out a few hours later. The destination of neither vessel was made known, but it is understood that they are bound for southern waters.

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